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### Note

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Please review the product instructions prior to attempting installation to ensure installer is equipped with all tools and capabilities necessary to complete the product installation. We recommend thoroughly reading the instructions at least twice prior to attempting installation.

Before beginning disassembly of the vehicle, check the "What's Included" section of the instructions to ensure you've received all parts necessary to complete installation. Further, verify that the parts received are PROPER TO YOUR application (year range, motor, etc.) to avoid potential down-time in correcting potential discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

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### Lifetime Product Warranty

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Carli Suspension provides a limited lifetime product warranty against defects in workmanship and materials from date of purchase to the original purchaser for all products produced by Carli Suspension. Parts not manufactured by, but made to Carli Suspension's specifications by third party manufacturers will carry a warranty through their respective manufacturer. (i.e. King Shocks, Bilstein Shocks, Fox Shocks). Deaver Leaf Spring's warranty will be processed by Carli Suspension.

Proof of purchase (from the original purchaser only) will be required to process any warranty claims. Carli Suspension products must be purchased for the listed Retail Price reflected by the price listed on the Carli Suspension Website at the time of purchase. Carli Suspension reserves the right to refuse warranty claims made by any customer refusing or unable to present proof of purchase, or presenting proof of purchase reflecting a price lower than Carli Suspension's Retail Price at the time the item was purchased.

Carli Suspension's Limited Lifetime Warranty excludes the following parts which are subject to wear: Track Bar Bushings, Track Bar Heim Joints, Limit Straps, Control Arm Bushings, Radius Arm Bushings, Shock Bushings, Sway Bar End Link Heim Joints, Shock Seals, Shock Bearings, and Corrosion on Shock Shafts or Bodies. These items will be warranted for a period of 60 days from the date of purchase only if determined to be installed properly signifying manufacturing defect. Carli Suspension cannot warrant a product's cosmetic finish due to the varying extreme elements that may be encountered.

Any alterations, modifications, or improper installation, of the product will void this warranty. Products should be inspected for defect upon receipt and approved before installation. Any defect in NEW product will be warranted if returned before installation in its original packaging. Carli Suspension's obligation under this warranty is limited to the repair or replacement of the defective product only. All costs of removal, installation or reinstallation, freight charges, incidental or consequential damage are expressly excluded from this warranty.

Carli Suspension is not responsible for damages and/or warranty of other vehicle parts related or non-related to the installed Carli Suspension product. This warranty shall not apply to any product that has been subjected to accident, negligence, alteration, abuse or misuse as determined by Carli Suspension. Carli Suspension reserves the right to refuse warranty claims if produced parts are combined and/or substituted with other aftermarket suspension products. Combination and/or substitution of other aftermarket suspension components may cause premature wear and/or product failure. Carli Suspension reserves the right to change/alter product without obligation to update any previously purchased products.

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### Parts Checklist

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#### **CS-FCASTERSHIM-25**

(Qty. 2) 2° Caster Correction Shim

#### **CS-FCASTERSHIM-45**

(Qty. 2) 1° Caster Correction Shim



**CS-FCASTERSHIM-25 - 2° Caster Correction Shim**  
**CS-FCASTERSHIM-45 - 1° Caster Correction Shim**

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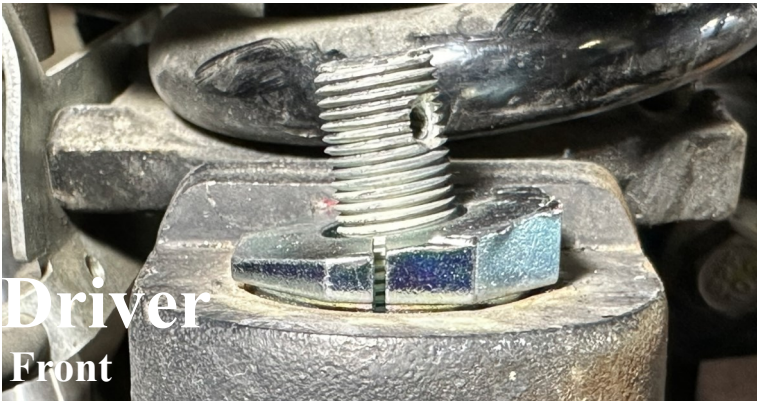
**Installation Instructions**

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1. Jack up the truck and support the axle with jack stands to take the vehicle weight off the ball joints.
2. Remove Wheels and tires from the front.
3. Work on one side at a time. Remove the cotter pin from the upper ball joint stud, then, back the nut off so it's only held on by a couple threads to catch the factory alignment shim.
4. Use a 1-1/8" deep, impact-rated socket on the nut and strike the socket with a large hammer to shock the shim and loosen it. You'll see it start to work it's way out as you strike it. Stubborn shims may need an air-hammer to break free.



5. Once removed, clean out the knuckle bore as much as possible and install the caster-correcting shim on the upper ball joint stud. There's an Arrow etched on the top of the shim—it will face directly **REAR**. The ball joint stud will lean forward. On the Driver's side, the slit in the shim will face directly out; on the Passenger side, the slit will face in (toward the coil Spring). Use the 1-1/8" socket to drive the shim into place. When it bottoms out, you'll hear a tone change.
6. When installed, you'll note the shim has a small gap from the top collar to the top of the axle seat. This is normal.



7. Once installed, thread the ball joint nut back onto the stud. While holding the shim's orientation with a wrench, torque the upper ball joint nut to 69ft.lbs. then line up to align the cotter pin hole and insert a new cotter pin.
8. Check your work and ensure the shim did not rotate while torquing the ball joint. Once confirmed, install cotter pin and wheel/tire.
9. Repeat on other side.
10. Set the truck on the ground and ensure the wheels are straight and the truck is at ride height, then adjust the drag link to center the steering wheel.

